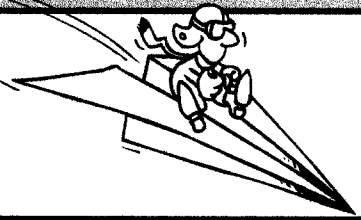


February '99

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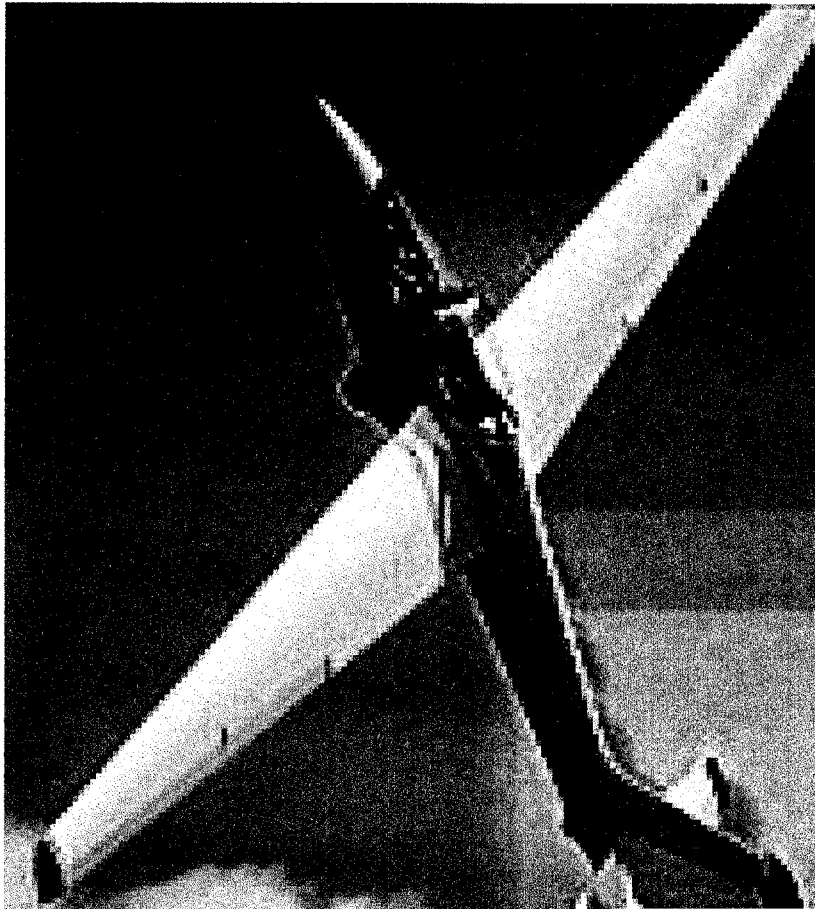
Uni



Gliding

The Official Journal of the Adelaide University Gliding Club

WEBSITE: <http://www.augc.aus-soaring.on.net>



COLOUR*

3-WEEK EDITION

* Well it was before I photocopied it !!!

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** STOP PRESS **

Mandy has had a sex change and now prefers to be known as:
"Matt Fenn".

Therefore, when calling the
Contact Person
(018 810 963, Thurs, 8.30pm - 10pm)
don't be surprised when a rugged
male voice answers instead.

PRESIDENT'S SPIEL

Hi and welcome to this years 'O-Week' edition of *Uni Gliding*.

Welcome to another exciting year, especially all of those people who have recently joined (or are thinking of joining) the club. This year should be a lot of fun, and I hope that everyone joins in and enjoys themselves.

So what is gliding and what makes it so special? Gliding is the art of flying an aircraft without an engine. It is a safe and enjoyable way to learn to fly and presents a wide range of opportunities and challenges. I personally prefer gliding over other forms of aviation because of its cost effectiveness and the fact that it presents me with a new challenge every day; whether it is simply to try and stay flying for as long as possible, or attempting to teach someone else how to fly, and I find it very rewarding.

Throughout the year the club will organise a range of events, including a gliding trip to the Flinders Ranges, visits to other clubs, and participation in competitions.

So come along and have a go. In the words of Leonardo da Vinci: *"When once you have tasted flight, you will always walk with your eyes turned skyward, for there you have been and there you will always be."*

Hope you have great flying.

Anthony (President)

REMINDERS

'Orientation-Week' at Adelaide University
22 - 26 February
Volunteers needed to man the club's stand;
if you can spare a couple of hours contact Greg 8303 5473.

AUGC Regatta at Lochiel
27 - 28 February
Have a go at competition flying;
aerotow conversions; great fun, don't miss it!
Helpers still needed, contact Anthony 8393 2897.



EDITOR'S PAGE & A HALF

Welcome welcome to this special colour* edition of *Uni Gliding*, "The Official Journal of the Adelaide University Gliding Club". To all of the new people hopefully joining us for the first time, be advised you are holding in your hands one of the finest, most witty, interesting and incisive publications ever published; why, people have been known to join AUGC just to receive this newsletter.

But an even better reason to join is to go FLYING. And not just your average, run-of-the-mill, barging thru the air in a dead straight line at enormous expense causing lots of pollution and noise type flying either. We go SOARING, which effectively means flying for the heck of it, using the forces of nature instead of an engine to travel as far and for as long as our skills and the prevailing weather conditions allow.

And that makes it cheap, too. Very very cheap. Just try finding other clubs that offer this much fun and excitement for such a small cost. And of course should you wish to pursue power flying in the future, gliding will give you a great head start, saving you even more \$\$\$. The catch (there's always a catch) is that the club depends on the cooperation of its members to get things done. There *are* gliding clubs around where you can just fly and leave the hard work to someone else; here it's very much a team effort, as a recent example illustrates.

It was one of those Sundays during our recent heat wave, and I did a bit of a sojourn to Crystal Brook (thanks Raj for letting me have MI) On the return I outlanded on a property near Merriton, and the owners of the property insisted I wait for the retrieve in their lounge - sitting next to the air conditioner, drinking iced water and watching the cricket, it was hard to take! They hadn't seem too surprised when I had knocked at the door - apparently another glider (from Balaklava?) had landed nearby a few years ago, so they were sort of getting used to it! In fact, they had only just got back the previous evening from a week's stay at - would you believe - *West Beach*. Spooky, huh?.

Anyway, Greg eventually arrived with the trailer - whoops, I should have told them that the paddock had a layer of topsoil about an inch thick. He was understandably reluctant to drive too far into the paddock for fear of getting bogged, and I had *assumed* there would be a bit more muscle on hand to help push the glider out! Still, with much puffing, the two of us managed OK - fresh air and exercise, that's what it's all about! We got MI derigged, gingerly exited the paddock, and dropped the trailer back at Lochiel. The others had only left about 20 minutes earlier, and we were soon on our way too, a bit later than normal but glad to be headed home.

It was while waiting to make the right turn back onto the main highway at Lochiel, letting the usual stream of trucks and cars whiz past, that Greg's headlights ominously decided to go out. We hopped out, expecting it to be a simple matter of a blown fuse. Well it hadn't so much blown as suffer complete atomic meltdown. The solid black lump of plastic and metal firmly wedged in the socket could lead us to only one conclusion - "it's stuffed". Acting decisively we jumped back into the car and raced off to catch up with a large truck that had just gone past - no lights, but seeing as best we could with the flashing hazards.

The poor truck driver! Having a vehicle with only flashing yellow lights suddenly zoom up behind him and sit right on his tail, on a deserted stretch of highway, in the middle of the night - it was obvious from the way he kept slowing down to walking pace then speeding up again that he wasn't sure if he was being highjacked or having a Close Encounter! But we guess he must have figured it out, as he eventually settled down to a steady speed, and we sat behind him to Port Wakefield.

It was there that we met up with David Hichens, relaxing after finishing his tea (or calming down after learning to drive the winch that day). As David's a bit of a whiz with things mechanical, he too studied the under-bonnet situation before deciding - "it's stuffed". An RAA van was parked directly opposite us on the other side of the street, so we decided to call them. Ten minutes later a car pulled up a couple of metres away, the driver got out, walked across to the van, drove it back to where we were standing, and asked what the problem was. He examined the situation carefully for some time, then officially declared - "it's stuffed".

With a trusty piece of wire he was able to jury rig an arrangement that at least got the headlights working again, and we safely resumed course for Adelaide. My last bus had long since departed, so I was mentally preparing for a night on a park bench, but Greg was a good egg and drove me all the way home, considerably out of his way. Thanks Greg; at least there wasn't much traffic on the roads (strange, it was only about 2 am!).

Steve (Editor)

P.S. Thanks to all those who sent the "Get Well" cards and best wishes during my recent absence; my therapist says I am much better now.

Two Victorians walk into a pet store. The first says,
 "I want four budgies."
 The salesman says,
 "Certainly Sir, do you want two male and two female, or all male and all female?"
 The Victorian says,
 "I don't care, I just want four budgies."
 The salesman says,
 "Certainly Sir, what colour would you like? We have yellow blue gr..."
 The Victorian interrupts,
 "I don't give a shit what colour they are, just put four budgies in a box for me, is that too hard?"
 The salesman says,
 "OK, OK!"
 The Victorians pay for the budgies and leave the store.

They drive out to a high cliff in the Grampians. The first Victorian reaches into the box and pulls out two of the birds, grasps them firmly and jumps off the cliff while flapping his arms. Of course he splats at the bottom. The other Victorian looks down at his mangled friend and says,
 "Shit, this budgie jumping sure ain't all it's cracked up to be."

FOREIGN CORRESPONDENT

Flying in South Africa

Recently whilst on holiday in South Africa I was lucky enough to spend a day flying with the *Cape Gliding Club*. The club is about an hour and a half from Cape Town, at Worcester. The location is superb, with 9000' mountains all around and ridges that work in a NE/NW or SE/SW direction. In winter they get wave in a northerly, and last winter a flight of 33,000' was achieved in wave.

The club has two K7s, a Twin Astir, a K13, a Single Astir and a Motorfalke. Costs are reasonable. A temporary daily membership costs 50 Rand (\$16), launches are 6 Rand (\$2) per minute, and aircraft time is 1 Rand (30 cents) per minute. Winch launches (Sundays only) are 25 Rand (\$8).

They have two interesting ideas I had not come across before. They store private gliders above the club gliders in the hangars, suspended from the ceiling, and they give priority to single seater gliders between 12 and 2pm, to encourage cross country flights.

Who me?

From Michael Crichton's new book *Airframe*.
(Author of Jurassic Park etc)

"Are they always so friendly?"

"They" are engineers. Emotionally they're all thirteen years old, stuck at the age just before boys stop playing with toys, because they've discovered girls. They're still playing with toys. They have poor social skills, dress badly - but they're still extremely intelligent and well trained, and they are very arrogant in their way."

When did Michael Crichton visit Lochiel?

Mandy

AUGC ON THE NET

Yes, the club has its very own presence on the Internet, complete with pinups of some of your favorite gliders, including the *Libelle* and *Puchatek*. Find out heaps of useful information, and check out what's happened before it's even happened! (Well, almost.) Click away now to:

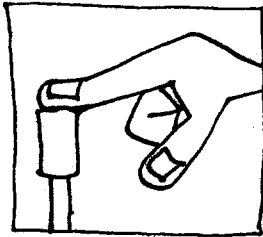
<http://www.augc.aus-soaring.on.net/>

You can also stay in touch via the e-mail list:
augc-people@internode.com.au

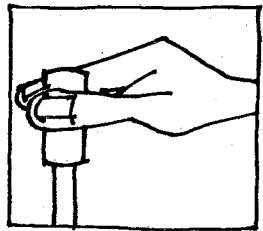
If you want to join this list send an e-mail to:
augc-people-request@internode.com.au

KNOW YOURSELF

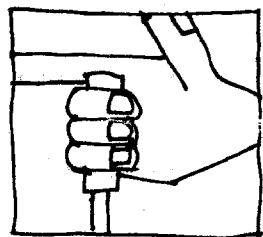
FROM THE WAY YOU HOLD THE CONTROL STICK.



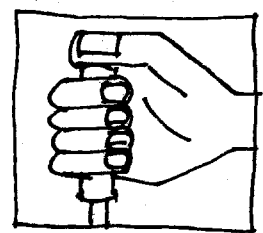
- YOU ARE A "DAWN FLIGHT" APE.
- YOU ARE ACCIDENT PRONE.
- YOU ARE BEING WATCHED THROUGH THE CANOPY.



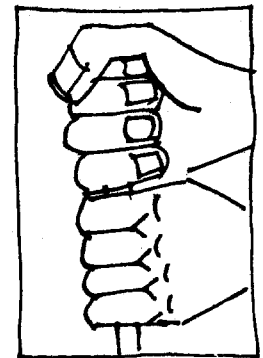
- YOU ARE A SHOW OFF
OR YOU ARE A CARPENTER WHO
LOST THE OTHER THREE FINGERS
ON THE BAND SAW.



- YOU ARE SOME SORT OF NUT.
- WHAT PERSUADES YOU TO FLY
LIKE THIS?
- YOU MUST HAVE JUST GONE SOLO.



- YOU ARE NORMAL.
- YOU HAVE BEEN FLYING ABOUT
80 HOURS, YOU HAVE HAD ABOUT
20 INSTRUCTORS AND ARE ON THE
VERGE OF GOING SOLO.
- YOU ARE MAKING GREAT PROGRESS.



- YOU ARE AN INSTRUCTOR.
- THE STUDENT HAS JUST FLARED -
OUT AT APPROX. 50 FT.
- RELAX.

"An Oldie But A Goodie !!"

To help get our new students off on the right foot (hand?) here is one of my favourites, reprinted from Uni Gliding June '84.

GLIDING FOR THE FIRST TIME ?

Well you've heard all about the Adelaide University Gliding Club, seen the glider on display on the Barr Smith Lawns and are now really keen to have a go at gliding!

The first thing to do is ring the contact person (currently Matt - 018 810 963) on the Thursday night before the weekend you want to fly. He will be able to tell you if there is flying on and how busy we expect to be. The club has two, twin seat training gliders which are the most used gliders at the airfield. Don't be too surprised if the day you want to fly is expected to be really busy; this is common at this time of year with many students trying gliding for the first time. It is first in, best dressed, so call early!

The contact person will also be able to arrange a lift if you need it. We normally pick up from the Uni footbridge at 7:00 am and the Caltex service station at Bolivar at 7:30 am. If you are driving up yourself, or with friends, drive through Port Wakefield (approx 100 km north of Adelaide) then veer right onto the Port Augusta road. About 30 km further on is Lochiel. Turn left at the "Gliding Field" sign, between the church and the hall (if you go past the pub you've gone too far!) The road from there to the airfield is dirt, but in good condition. **Please take care at all times, as some of the corners on this road can be quite treacherous.** (There is a map on the last page of this newsletter.)

The gate to the airfield is in the south eastern corner of the field, and is easy to spot as it has both a sign and a windsock next to it. After shutting the gate behind you, drive down to the hangars and clubhouse and say g'day. Be aware that gliders (or for that matter, other types of aircraft) could land anywhere on the paddock at any time. So please be watchful when driving on the airfield, and stop if you see something landing. ("Watch the Skies")

We tend to start early because there is more to the gliding club than just flying. In order to keep the costs down, club members carry out all of the operations of the club themselves, including glider maintenance. In the morning we need to check and prepare the gliders and the winch before flying can begin. Everyone in the club should help out where they can - the more experienced members will show you what to do. The club operates on the principle of every member helping every other member to fly. People who turn up after the operation has begun can expect to be last on the list to fly.

The airfield is actually a farmer's paddock, quite exposed, so be sure to bring at least the following with you:

- hat, sunglasses, sunblock;
- water;
- wear something cool, and that you are prepared to get a little dirty;
- lunch (but usually there is a small selection of soft drinks, pies, etc available);
- camera or video if you wish;
- last but not least, your sense of fun and adventure!

Once you've arrived you will find everyone friendly and laid back; experienced club members will gladly show you around and answer your questions. Your participation in all aspects of the day's operation will be encouraged, and you will be shown how to handle gliders on the ground, launch them, and use the radio. Soon your turn will come to be strapped into the front seat (a qualified instructor will be in the back seat!) and you will experience the exhilarating rush of a winch launch, then the amazing sensations of unpowered flight.

Enjoy yourself!

Normally we finish gliding either when everybody has had enough, or the sun sets, whichever comes first. We then pack the gliders back into the hangar and head on down to the pub or the roadhouse at Port Wakefield for dinner.

HOW DOES A GLIDER FLY ?

A glider is simply an aeroplane without an engine. It has most of the same controls and instruments as a powered aeroplane. Contrary to popular belief, engines do not keep aeroplanes in the air, wings do! But for wings to work they must be moving forward. Engines are used in powered aircraft to supply this forward energy in a steady, convenient form. Gliders use gravity - they are effectively always "falling" downwards, though their particular design and construction means they "fall" at a very shallow angle (typically only 1 meter downwards for every 30 meters forward). Hence a glider flying freely in still air is always travelling slowly downwards, and we prefer to think of this as "gliding" rather than "falling"! (Incidentally, a typical light aeroplane, such as a Cessna, will glide about 10 meters for each meter downwards - still quite controllable, but nowhere near as efficient as a true glider!)

Air is rarely still, however. It moves both laterally (felt as "wind") *and vertically*. If a glider is in air that happens to be going up faster than the glider is coming down, then the glider will be carried upwards. This is where the magic really starts! If the rising air is consistent enough, the pilot is able to remain airborne for as long as desired ("soaring"). When the glider is flown out of the rising air it will slowly sink down again. Of course air is invisible, and its motions can't be directly observed. Although there is much theory and some instrumentation to assist the pilot in finding the rising air, it is here that gliding tends to pass into that nether world between science and art. The challenge of using the air to best advantage is akin to the sailor using the winds and currents of the ocean - it is a life-long learning process that can be constantly improved, but never truly mastered, and is what keeps most enthusiasts coming back.

Rising air can be in the form of bubbles of hot air called "thermals", which can go quite high. It can also be found where wind blows over a ridge or range of hills. The air is forced up over the face of the hill, providing continuous, predictable lift (known as "ridge lift"), although it does not go particularly high. One of the advantages Adelaide Uni Gliding Club has at Lochiel is the range of hills near the airfield which is ideal for producing ridge lift - all that is required is a reasonably strong westerly wind. As this is the predominant wind direction throughout winter, the club is able to fly all year round. Most gliding clubs suffer throughout winter as they are dependant upon thermals, and these tend to be very weak at that time of year.

How does a glider take off? There are a number of ways of getting a glider airborne. The most well known is to simply tow the glider behind a powered aeroplane (called a "tug", although it should probably be called a "pull"!) This has the advantage that the glider can be towed to any height or position desired for release. But there is a downside - cost. The maintenance, fuel costs etc associated with tugs make "aerotowing" very expensive and out of the price range of most students.

AUGC uses a much cheaper method known as "winch launching" (which, incidentally, many would argue is also safer and more fun). Here a large engine mounted on the back of a stationary truck is used to wind in cable at high speed, pulling the glider into the air like a kite. An average launch gets the pilot up to 1300' above the ground, although heights in excess of 2000' have been obtained in the right conditions. At the top of the launch the pilot simply releases the cable, although it will also release automatically if s/he forgets to do this.

How safe is gliding? Gliding is a very safe sport. The most dangerous part of the day's flying is probably the car trip to and from the airfield. That's not to say there are no risks, which is unrealistic, but rather that the risks are fully understood and catered for - procedures are put in place and religiously followed to make sure the risks are minimised to the lowest extent humanly possible. Our self preservation instincts are just as strong as yours!

Before a glider is permitted to fly on any particular day, it must be carefully inspected by a qualified inspector. Furthermore, every year it undergoes a very thorough inspection where the glider is dismantled completely. (See page 10 for what is happening at the West Beach shed.)

All of the club's instructors are experienced pilots that have undergone rigorous training and testing by the Gliding Federation of Australia. Some of our instructors have over 1400 flying hours. You learn at your own pace and more advanced aspects are only introduced as you are ready for them. Our aim is to produce a safety conscious, competent pilot. Someone who flies regularly (once a fortnight) could expect to go solo after about 10 hours flying. There are no formal time requirements - once your instructor is satisfied that you have reached the required ability you are given the opportunity to go it alone!

The club has never had a flying related injury in its nearly 25 years of operation. *Every club member is committed to keeping this record intact.*

ATTENTION NEW MEMBERS

Still concerned about your safety?

Still unsure whether the club really has your best interests at heart??

Then take a look at how attitudes have changed over the years. The following quote is from the book, "ABC of Gliding and Sailflying", edited by Mr V.W. Page, 1930.

"METHOD OF TRAINING SAILPLANE AND GLIDER PILOTS. - IN TRAINING GLIDER PILOTS THE STUDENT USUALLY 'SOLOES' FROM THE VERY START AND IN THAT WAY THE INSTRUCTOR CAN LEARN THE ABILITY OF HIS PUPIL AND IN NO WAY ENDANGER HIMSELF. (PASSENGER CARRYING GLIDERS HAVE BEEN SUCCESSFULLY FLOWN.) AS THERE IS NO ENGINE, IT IS POSSIBLE FOR THE INSTRUCTOR TO COACH HIS PUPIL BY CALLING TO HIM FROM THE GROUND

Don't you feel better now?!

LATELY ON FIELD

Note: Space limitations mean the following is only a summary of some of the main events over the past couple of months - if you have a fetish for precise & complete statistics, speak to Raj; if you have a fetish for frilly aprons and knee high leather boots, speak to me.

5/12/98	Total	18 flights	128 mins
13/12/98	GZM	17	63
19/12/98	Total	15	508
24/12/98	GMI	1	155
27/12/98	Total	17	190
28/12/98	Total	27	786
29/12/98	Total	8	692
	(GMI x-country to Crystal Brook - Raj)		
30/12/98	Total	20	425
	(GPN x-country to Crystal Brook - Silver 'C' Andrew McCauley)		
31/12/98	Total	4	340
	(GZM x-country by Matt Fenn & Anthony Smith)		
9/1/99	Total	24	310
	(Judit converted to winch & <i>Puchatek</i>)		
10/1/99	Total	14	541
17/1/99	Total	23	361
	(GMI x-country to Crystal Brook - Stephen McGuinness)		

AT WEST BEACH

West Beach is where we carry out the maintenance and repair on our gliders and equipment. There are usually volunteers working down there on Monday and Tuesday evenings. However, most gliders are currently in service at Lochiel, ready for O-Week duties and the Regatta. The *Puchatek* will be making a brief appearance, Simon's *Motorfalke* is currently being worked on, and of course there's the new winch and poor old *Bocian*. It's suggested you ring Anthony to find out exactly what's happening when.

WHAT'S ON IN FEB?

The club has a good social life outside the usual flying activities on the weekend. We hold regular events at Lochiel, at our West Beach maintenance shed, as well as movie nights, parties, etc. Each year we also hold an annual dinner where we present the club awards, some of which are serious and some not so serious!

All of the social events are organised by the Social Convenor, currently Angus MacGillivray 8431 1491. If you have any good ideas or are holding a party then let him know.

Here is what is happening in the next few weeks:

'Wallace & Grommit' Night Wed 3rd

Bring some bubbly and nibbles and enjoy the Botanic Gardens Outdoor Film Night. 7.30 pm start.

Ice Skating Wed 10th

Meet at Thebarton Ice Arena at 7.30 pm. Cost: about \$9.50. Call Angus 8431 1491 for further details.

Executive Meeting Tue 16th

7.30 pm at Gregs' (3/612 Magill Rd. Magill). All club members welcome to attend and have a say in how the club is run.

O-Week Mon 22nd - Fri 26th

Volunteers needed to help set up, display and dismantle the club's stand and glider. Even a few hours would be appreciated. Contact Greg if you are able to help.

AUGC Regatta Sat 27th - Sun 28th

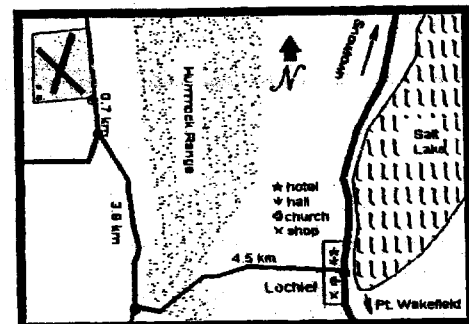
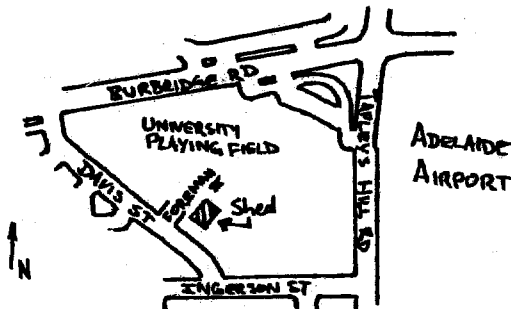
Don't miss this one! Try your hand at competition flying, from our own airfield. Helpers still required, contact Anthony.

AUGC: What's on in February?

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1 7.45 pm West Beach Shed	2	3 Wallace & Grommit Botanic Gardens Outdoor Film Night 7.30 pm <i>All Welcome !</i>	4 <i>Call Contact Person</i> 018 810 963	5	6 <i>Go gliding..</i>	7 <i>Go gliding..</i>
8 7.45 pm West Beach Shed	9	10 Ice Arena Thebarton 7.30 pm <i>All Welcome !</i>	11 <i>Call Contact Person</i> 018 810 963	12	13 <i>Go gliding..</i>	14 <i>Go gliding..</i>
15 7.45 pm West Beach Shed	16 Executive Meeting 7.30 pm Greg Newbold's 3/612 Magill Rd Magill <i>All Welcome !</i>	17	18 <i>Call Contact Person</i> 018 810 963	19	20 <i>Go gliding..</i>	21 <i>Go gliding..</i>
22 7.45 pm West Beach Shed	23 * O-WEEK * Adel Uni <i>Volunteers Needed</i>	24 * O-WEEK * Adel Uni <i>Volunteers Needed</i>	25 * O-WEEK * Adel Uni <i>Volunteers Needed</i>	26 * O-WEEK * Adel Uni <i>Volunteers Needed</i>	27 * AUGC Regatta *	28 * AUGC Regatta *
1 7.45 pm West Beach Shed	2	3 General Meeting Canon Poole Room Adel Uni 7.30 pm (Topic TBA) <i>All Welcome !</i>	4 <i>Call Contact Person</i> 018 810 963	5	6 <i>Go gliding..</i>	7 <i>Go gliding..</i>

SO YOU WANT TO HELP AT WEST BEACH?

- Do you want to help fix the gliders or build the winch at West Beach, but can't get there?
- A lift is available from the Adelaide University footbridge at 7.30 pm Mondays and Tuesdays.
- You can also ring Anthony on (08) 8393 2646, e-mail: anthony.smith@adelaide.on.net. He can organize a lift for those who need it.



SO YOU WANT TO GO FLYING THIS WEEKEND?

- You must ring the club contact person, "Matt", on the Thursday before, between 8.30 pm and 10.00 pm, on 018 810 963 so that he can organize instructors and transport for those intending to fly.
- A lift to Lochiel is available from the Adelaide University footbridge at 7.00 am, from the Caltex Service station on Port Wakefield Rd, Bolivar at 7.30 am, or from elsewhere (by arrangement only) if you have real transport problems.
- **Remember to phone the contact person or you could be forgotten**

Uni Gliding

If undelivered please return to:
AUGC Inc.
c/o Sports Association
Adelaide University SA 5005

